



EARLY DESIGN GUIDANCE OF THE QUEEN ANNE/ MAGNOLIA DESIGN REVIEW BOARD

Project Number: 3012431

Address: 416 John Street

Applicant: Greg Alwine

Date of Meeting: Wednesday, October 05, 2011

Board Members Present: David Delphs (Chair)
Mindy Black
Jacob Connell
Jill Kurfurst

Board Members Absent: Lipika Mukerji

DPD Staff Present: Scott Kemp

Proposal Site and Surrounding Area

Located in the Uptown Urban Center, the proposal site is a nearly triangular shaped parcel bounded by Fifth Ave. N., Broad St. and John St. A "tip" of what would otherwise be a triangle is removed by an alley and small parcel west of the alley. The Seattle Monorail passes the site on elevated rails along 5th Ave. N. After construction of the Waterfront Tunnel replacement for the Viaduct, Broad St. past the proposal site is expected to become a narrower, low traffic street with broad sidewalks and one-way traffic flow.

The Broad street corridor is predominantly commercial in character. Many lots along Broad St. are irregularly shaped due to the angle of broad St. across the city's orthogonal grid. Most of the older buildings are smaller buildings with commercial uses. A number of mixed use buildings have been built recently along Broad St. and 5th Ave. N. Also, present are the large plate buildings of the Fischer Plaza across John St. to the south of the proposal site and the nearby Gates Foundation buildings.

Architecture near the proposal site is eclectic with a Café Aficionado and the Ride the Ducks ticket office and loading area to the south and north respectively. Across Broad Street is Seattle Center with

architectural vernaculars ranging from Googie (the Space Needle), to Gothic-esque (the Pacific Science Center) and Experimental (The Experience Music Project).

Project Proposal

The applicants propose a seven story building with 54 residential apartment units on the top two floors, 119 hotel rooms on floors two through five and a restaurant, lobby and auto court on the ground floor. Parking for 77 vehicles would be underground.

Massing Options

Three massing options were presented which varied the location and size of cut out used to provide light and air to internal facing residential units. One option had an entirely interior light well with building mass around it in a “doughnut” shape. The other two options utilized “C” shaped building structures above the podium base story, having a larger area of open space on the lid than the other. The applicants also showed three options for configuration of vehicular access, drop off space and loading docks. Two of the access plans utilized vehicle access points from both 5th Ave. and John St. and the third took access only from John St. but required an internal “hammerhead” turning space to allow vehicles to turn around to leave after dropping off at the lobby or using the ADA space.

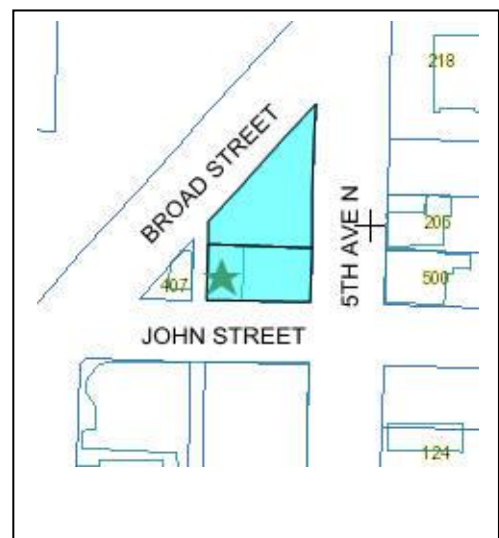
PUBLIC COMMENT

The public Early Design Review Guidance meeting was lightly attended by members of the public. Three areas of interest were expressed.

- A representative of Fischer Communications inquired about the potential height of the roof and equipment/stair penthouses in order to be assured they would not interfere with the operation of the helipad atop the Fischer Building.
- An individual inquired if there would be meeting rooms in the hotel and was informed that this had not been determined yet.
- Another individual inquired as to the amount of grading which would be necessary and was informed it would be two levels deep and match the 16,000 sq. ft. building floor plate.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.



Choose an item. [#Click here to enter text.](#)

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

A. Site Planning

- A-1 Responding to Site Characteristics.** The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

Queen Anne Supplemental Guidance:

- A. Solar Orientation**
- B. Stormwater Management**

- A-2 Streetscape Compatibility.** The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

Queen Anne Supplemental Guidance:

- A. Architectural Diversity**
- B. Older and Historic Buildings**
- C. Wider Sidewalks**
- D. Ground Level Residential**
- E. Streetscape Improvement**

- A-3 Entrances Visible from the Street.** Entries should be clearly identifiable and visible from the street.

- A-4 Human Activity.** New development should be sited and designed to encourage human activity on the street.

Queen Anne Supplemental Guidance:

- A. Outdoor Dining**
- B. Individualized Storefronts**

The Board observed that the proposal site is in a highly pedestrian area which is expected to get even more heavily pedestrian in the future. Denny Way they said will get more highly pedestrian and Fifth Ave. past the site is a fairly significant bike route.

The Board asked for some response to the new, wide sidewalk, green landscaped Broad St. planned for the post viaduct era. There could be a softening with landscape or street furniture. Opportunity for building modulation is very limited. A workable approach might be in the façade / right of way seam where landscaping could be incorporated and a building entry expressed.

The Board observed that when looking at the site from a broad, external perspective it is most observable from Seattle Center. From Fifth Ave. it is hidden by the Monorail. From the south the site is hidden by the Fischer Bld. From the north the site narrows to a point. The Board indicated they were interested in the building's response to Broad St. They called for an expression looking back at Seattle Center; possibly over the entry.

The Board observed that the courtyard location could have many forms. It should respond to site conditions, namely buildings on two sides and an "amazing open space" at Seattle Center on another. It asked, what are the options for the courtyard? What direction should it face?

- A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.**

Queen Anne Supplemental Guidance:

- A. Parking on Queen Anne Avenue**
- B. Access to Parking**
- C. Preserving Existing Sidewalk Areas**
- D. Widening Narrow Alleys**

- A-9 Location of Parking on Commercial Street Fronts. Parking on a commercial street front should be minimized and where possible should be located behind a building.**

When considering the best place for vehicle entry, the Board encouraged the applicants to consider the alley. If an internal auto court with street access is to be created the Board indicated the street to use for access would be John St. with one possible configuration having an entry from John St. and an exist to the alley.

The Board indicated if a curb side drop off area is to be incorporated, Broad Street should be considered as a strong candidate because Fifth Ave. is complicated by the presence of the overhead Monorail with support pillars in the right of way along the proposal site. John St. they said would be another possibility for curb side drop off. The Board asked that this issue be studied and a resolution shown at the next Design Review meeting.

C. Architectural Elements and Materials

- C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.**

Queen Anne Supplemental Guidance:

- A. Features Especially Encouraged**
- B. Small Local Businesses**

Choose an item. [Click here to enter text.](#)

- C-2 Architectural Concept and Consistency.** Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

Queen Anne Supplemental Guidance:

- A. Individualized Storefronts
- B. Highlighting Distinctive Features
- C. Screening Rooftop Systems
- D. Sustainable Building Features

- C-3 Human Scale.** The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

Queen Anne Supplemental Guidance:

- A. Pedestrian Orientation

- C-4 Exterior Finish Materials.** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Queen Anne Supplemental Guidance:

- A. Building for the Long Term
- B. Cladding Materials
- C. Ground-floor Façade Materials
- D. Colors
- E. Renewable Materials

Board encouraged the applicants to be bold in their overall design. A transportation influenced theme, relating to the Monorail, would be appropriate. A floating mass over a light base might be good. The Board called for futuristic looking elements.

D. Pedestrian Environment

- D-1 Pedestrian Open Spaces and Entrances.** Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

Queen Anne Supplemental Guidance:

- A. Building Setbacks for Wider Sidewalks

Choose an item. [Click here to enter text.](#)

- B. Creating Pedestrian Open Space
- C. Recessed Retail Entry Areas
- D. Avoiding Dark, Unusable Spaces
- E. Pedestrian Weather Protection
- F. Operable Storefront Windows
- G. Retail Use and Open Space at Sidewalk Level
- H. Pedestrian Amenities and Street Furniture
- I. Bus Waiting Facilities in Buildings
- J. Residential Entries

D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

Queen Anne Supplemental Guidance:

- A. Preferred Pedestrian Lighting
- B. Pedestrian lighting considerations

D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

Queen Anne Supplemental Guidance:

- A. Uniform Street Tree Plantings
- B. Landscape Maintenance and Irrigation
- C. Street-level Landscaping

- D. Visible Landscaping
- E. Art in the Pedestrian Environment

E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

Queen Anne Supplemental Guidance:

- A. Green Factor Focus on Ground-level Plantings
- B. Recommended Landscape Enhancements
- C. Evergreen Plantings
- D. Quality Landscaping Materials
- E. Recommended Plants
- F. Planted Containers

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the First Early Design Guidance meeting, no development standard departures were requested

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should return to the Board for an additional EDG meeting.